

IRON AGE

FARM, GARDEN AND ORCHARD TOOLS

AMERICAN FACTORY
BATEMAN M'F'G CO.,
GRENLOCH, NEW JERSEY

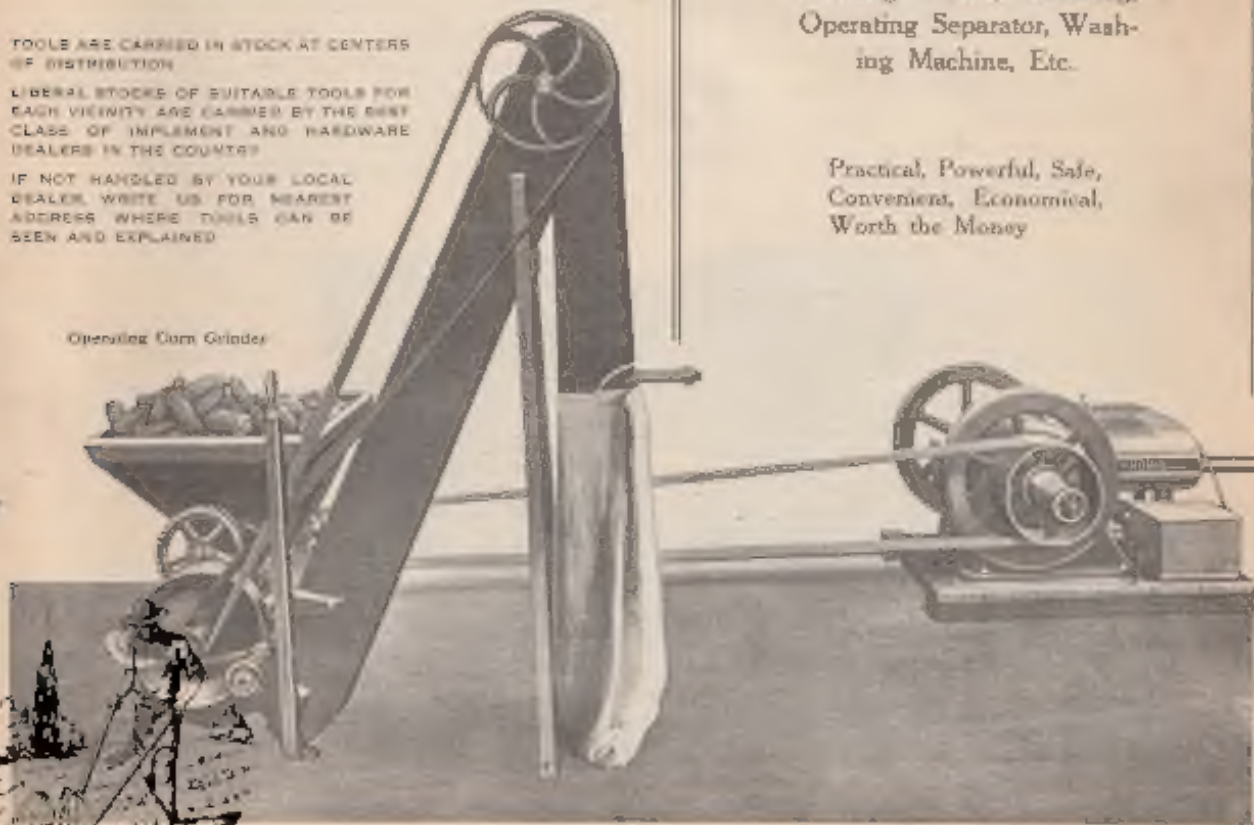
CANADIAN FACTORY
The BATEMAN-WILKINSON CO., Limited
TORONTO, ONTARIO

TOOLS ARE CARRIED IN STOCK AT CENTERS
OF DISTRIBUTION

LIBERAL STOCKS OF SUITABLE TOOLS FOR
EACH VICINITY ARE CARRIED BY THE BEST
CLASS OF IMPLEMENT AND HARDWARE
DEALERS IN THE COUNTRY

IF NOT HANDLED BY YOUR LOCAL
DEALER, WRITE US FOR NEAREST
ADDRESS WHERE TOOLS CAN BE
SEEN AND EXPLAINED

Operating Corn Grinder



INTERCHANGEABLE

AIR
COOLED

WATER
COOLED



GASOLINE ENGINES

for

Spraying, Pumping Water,
Ensilage and Feed Cutting,
Sawing Wood, Churning,
Operating Separator, Wash-
ing Machine, Etc.

Practical, Powerful, Safe,
Convenient, Economical,
Worth the Money



Interchangeable ^{Air}_{Water} Cooled Engines

There is an old-time saying that "you get about what you pay for." It is surely true when applied to engines. Some are dear at any price and others are cheap at much higher prices. A good, reliable engine is a constant source of pleasure and profit; but an inferior engine—well! Did you ever stand on a cold winter morning with your hands jammed way down in your breeches' pockets, looking at an engine that wouldn't go and trying to think of some new names to call it?

These engines have been on the market a dozen years or more and they have always given perfect satisfaction—because they are built right in the first place—in material, workmanship and design. They are manufactured for Bateman M'fg Co., by a well-known gas engine corporation of which R. E. Olds is President. He is probably the *best known of all gasoline engine makers*, and you can buy with entire confidence in the ability of these engines to do the work claimed for them.

This year there is a new feature distinctly "Iron Age." There are *Interchangeable Air-cooled, Water-cooled*

Sections. Takes about 30 minutes to make the change, the same engine takes either system and the operator has his choice without going to the expense of buying two complete engines. For full details see page 4.

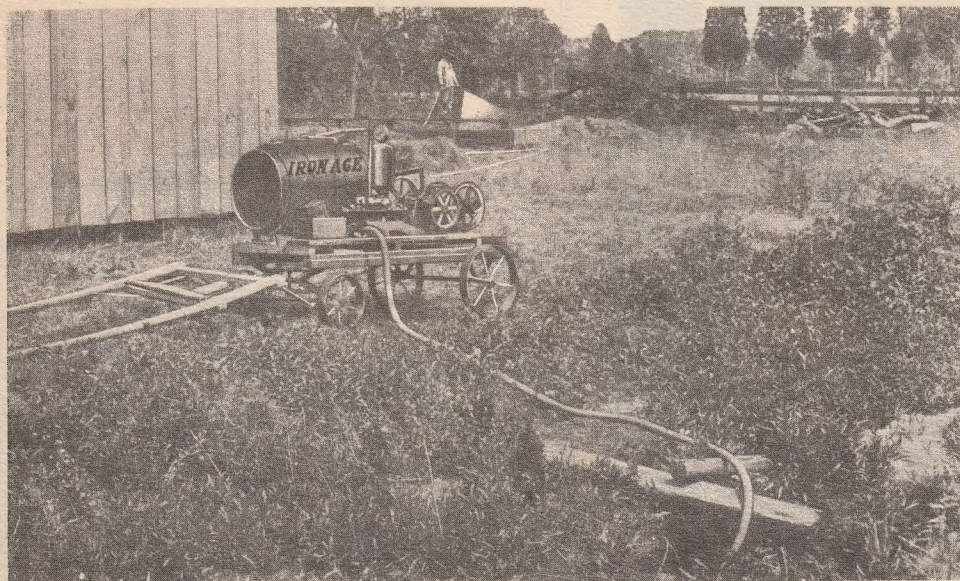
There is always work for a good engine on the farm, around home or in the factory. And no matter where it is used or how heavy the task, an "Iron Age" engine is always reliable and easy to start—a few turns of the crank and it's off, running smoothly and silently all day without overheating, even in the hottest weather.

This Air-cooled Engine was the first successful engine of that style on the market and the Water-cooled is every bit as efficient.

Don't accept "paper" results alone. See the engine itself in operation, give it a trial and clinch for yourself every nail that we drive in this booklet.

BATEMAN M'FG CO.,

GRENLOCH, N. J., U. S. A.



One-Horse Engine on Sprayer Outfit forcing water from brook to cold frames

Guaranty

Every engine guaranteed to be as represented. Warranted to develop their full rated horse power when properly installed and operated, and not to get overheated by hard, continuous work, if properly cared for.

Any part proving defective in material or workmanship within one year from date of sale, will be replaced free of charge at our factory. No bills for repairs made without our authority will be allowed.

BATEMAN M'FG CO.,
GRENLOCH, N.J. U.S.A.

IRON AGE

SEVENTY-EIGHT
YEARS IN BUSINESS

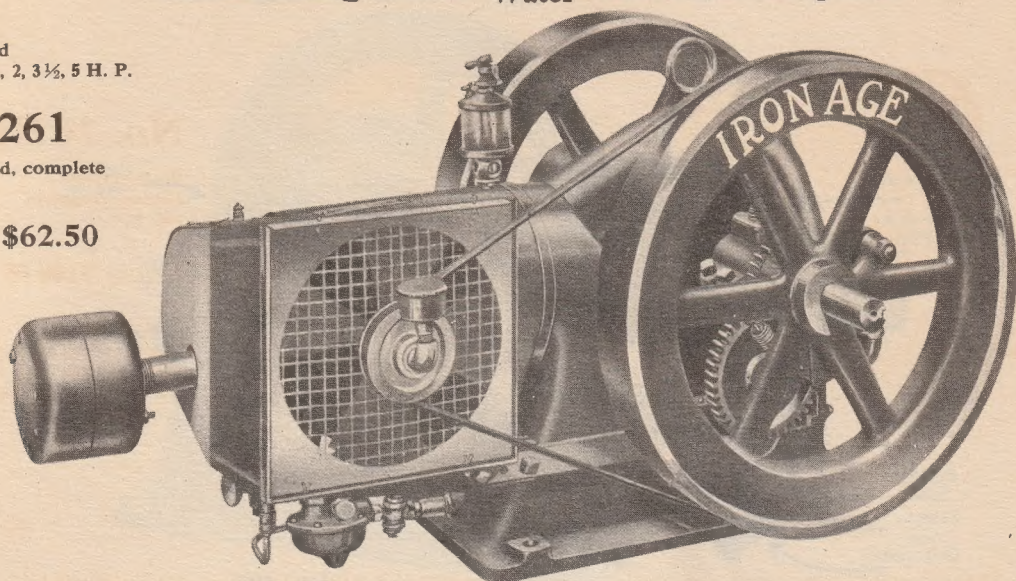
Interchangeable ^{Air}_{Water} Cooled Engines

Air-cooled
Made in 1, 2, 3½, 5 H. P.

No. 261

Air-cooled, complete
1 H. P.

Price, \$62.50



Packed weight,
235 lbs.

"Iron Age" Engines are constructed upon the *four cycle* principle. It is the most efficient type and is standard with the best manufacturers.

Great care is taken in workmanship, especially on the cylinder, piston and rings, as they are the most important parts of the engine. *The cylinders* are bored three times and finished with a floating reamer which leaves a perfectly smooth surface and insures perfect interchangeability.

Cylinder rings are turned eccentric, ground on both sides to a true surface, cut at an angle of 45°, sprung together and ground on the outside to a perfect circle and highly polished.

All pistons and crank shafts are ground to micrometer gauges. The piston pins, gear studs and fan shafts are case hardened and then ground to gauges.

The crank shaft and connecting rod are drop forged and the latter is fitted with brass liners of various thicknesses for adjusting the wear.

Dust-proof. The Air-cooled Engines have steel hoods around the cylinder and valve chamber and both Air and Water-cooled have cast iron cover over the crank shaft.

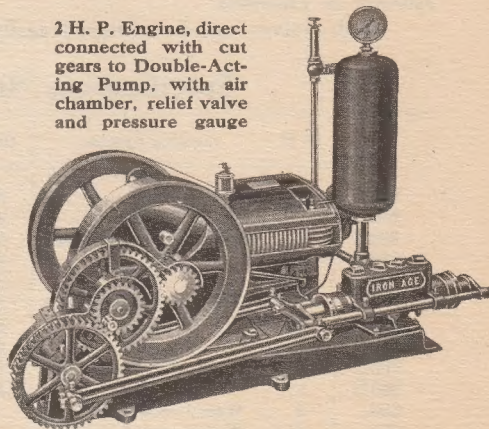
The fan shaft and connecting rod are lubricated by hard oilers and the upper boxes over the crank shaft have extra large oil cups.

Jump Spark Ignition. It is very simple and as it is used on all automobiles, it is thoroughly understood by men who own and repair cars.

All moving parts are easy to get at. In every respect you will find the "Iron Age" Engine *a big help in doing your hard work and always economical in the use of gasoline and oil.*

Equipment. Each engine is furnished with battery, spark coil, plug, necessary wire, cylinder oiler, grease cups, etc.

2 H. P. Engine, direct connected with cut gears to Double-Acting Pump, with air chamber, relief valve and pressure gauge



No. 259D. Price, \$197.50

BATEMAN MFG CO.,
GRENLOCH, N.J. U.S.A.

IRON AGE

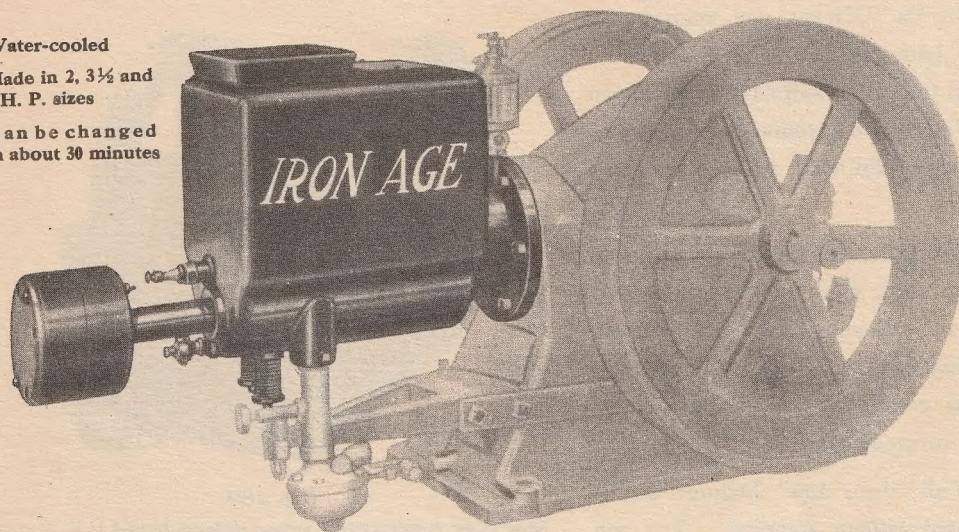
SEVENTY-EIGHT
YEARS IN BUSINESS

Interchangeable ^{Air}_{Water} Cooled Engines

Water-cooled

Made in 2, 3½ and
5 H. P. sizes

Can be changed
in about 30 minutes



No. 262H

Water-cooled
Engine, complete
2 H. P.

Price, \$100.00

Dark parts show
Water-cooled section
only (No. 266) and
the way it is attached

The new Interchangeable Air - Water - cooled feature equips the "Iron Age" Engine for work under any kind of conditions. Each system has its place. Water-cooled is more generally used for stationary purposes. Air-cooled for spraying, portable saw outfits, ensilage cutters, etc., or where water is scarce.

It is a small matter to drain the hopper in cold weather, but with the Air-cooled Engine, there is no water to freeze, slop over, or to be drawn off to prevent freezing.

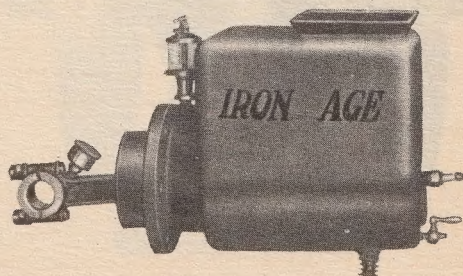
Air-cooled Engines are made in 1, 2, 3½ and 5 horse sizes—Water-cooled in 2, 3½ and 5 H.

The cooling sections are absolutely interchangeable—they are attached to the base in exactly the same way and the change can be made in about half an hour. Either section alone costs half as much as the complete engine—so you may own practically two engines for the price of one and a half.

It makes it very convenient when you do not have storage room or do not wish to buy two complete engines to get the extra section. Then you can change

at will, as you use your engine in a stationary plant or transfer it to a portable outfit.

These engines are not sold on price but on quality. We send them out, firm in the belief that they will stay sold and with one eye to future business. *We cannot afford to put out an inferior engine that will hurt our reputation.* A "dead" engine is little better than no engine at all. We fully realize that, and so we sell the kind that are always ready when you want them, economical, practical—giving a true service to every owner.



No. 266

Two-horse Water-cooled
section, complete

Price, \$50.00

Interchangeable ^{Air} _{Water} Cooled Engines

The cylinders on the different size engines are bolted to the engine base, (Fig. 490). It makes it an easy matter to get at the piston and rings or to change from an Air- to Water-cooled section or back again. It also permits having a solid head, which does away with all packed joints.

The carburetor is located on the starting side of the engine, (Fig. 489), close to the combustion chamber and the cool incoming gases pass between the cylinder and exhaust valve. This not only keeps them cool but adds greatly to the efficiency of the engine when using low grade gasoline.

The speed of all "Iron Age" Engines can be increased or decreased without stopping. You can speed your engine to suit the work you are doing. Make the change by turning thumb nut to right or left, (See Fig. 491).

This cut also shows the crank case enclosed with a cast iron cover which keeps dust and dirt from the

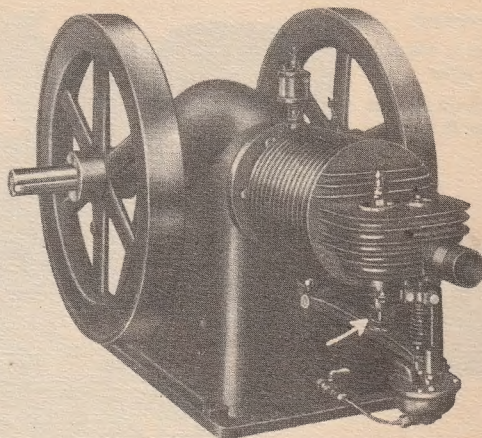


Fig. 489

Rear view, without hood, shows cylinder bolted to base, carburetor, exhaust and intake valves and walking beam

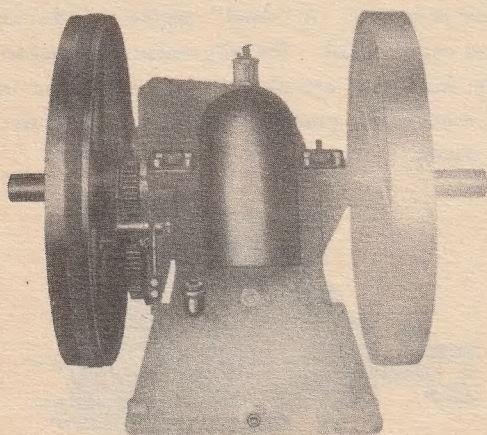


Fig. 491

Front view shows governor, enclosed crank case, gasoline tank, plugs for filling and emptying

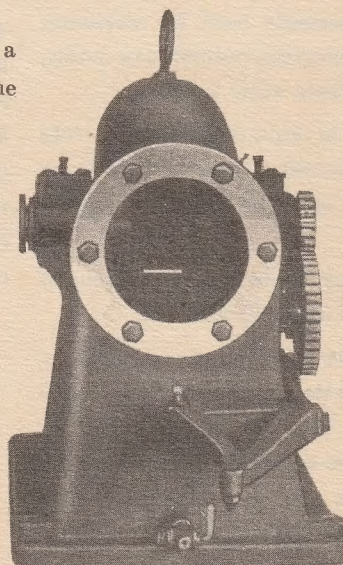


Fig. 490

Showing where cylinder is bolted for air- or water-cooled

cylinder and piston, and the length of main or crank bearings. (For angle at which bearings are set, see Fig. 492). The gasoline is carried in the base and a plug is provided at the bottom for drainage whenever necessary.

On the 5 H. P. there is a simple device that increases the tension of the intake valve spring while the exhaust valve is open, thus preventing waste of gasoline when engine is running idle.

Interchangeable ^{Air}_{Water} Cooled Engines

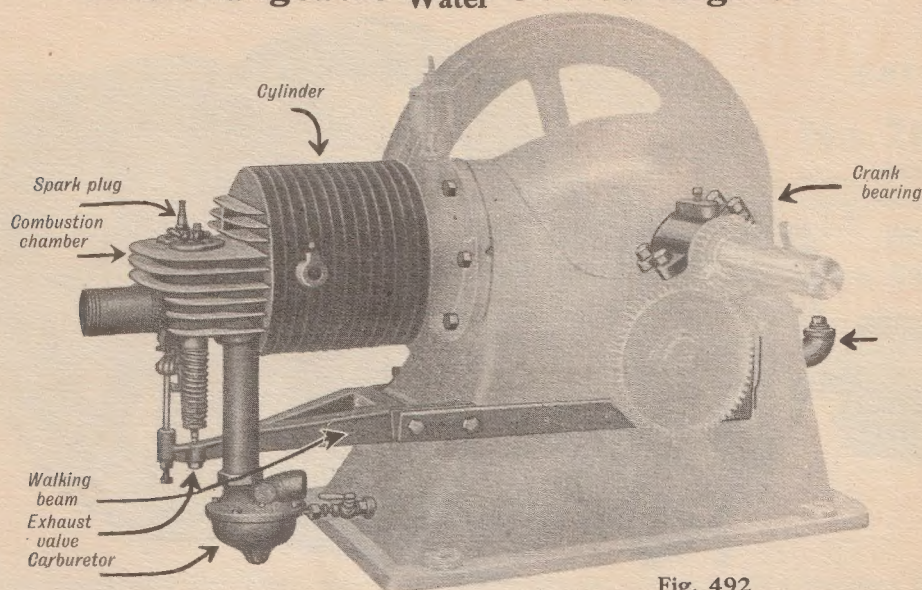


Fig. 492

Air-cooled with Cylinder Hood, Fan and Balance Wheel Removed

Both the intake and exhaust valves are vertical so they are sure of having a perfect seat and they are large enough to take care of the gases without danger of back pressure.

As they are located in a combustion chamber (Fig. 492), just back of the cylinder, uniform lubrication is possible and unequal heating of the working parts of the cylinder is prevented.

Both valves can be removed easily by taking out

two brass plugs. The plug over the intake carries the spark plug.

The exhaust valve is operated by a direct acting walking beam which carries the contact spring, cam roller and governor catch block. It is the strongest and simplest mechanism for this purpose to be found on any engine.

Fig. 492 also shows how the main or crank bearings are set "on a quarter," or at an angle of 45°. This puts the end thrust against a solid bearing.

Specifications "Iron Age" Air-cooled—Water-cooled Engines

No.	H. P.	Cooling System	Bore	Stroke	Pulley	Diam. Crank Shaft	Speed	Floor Space	Shipping Weight	Price
261	1	Air	3	4	4 x 3	1 1/8	500	9 1/2 x 13	235	\$ 62.50
262	2	Air	4	5	6 x 3	1 1/4	500	13 x 21	410	100.00
262C	2	Comb. Air and Water	4	5	6 x 3	1 1/4	500	13 x 21	.....	150.00
262H	2	Water	4	5	6 x 3	1 1/4	500	13 x 21	425	100.00
263	3 1/2	Air	5	5	8-10 x 4	1 1/2	475	13 x 21	700	162.50
263C	3 1/2	Comb. Air and Water	5	5	8-10 x 4	1 1/2	475	13 x 21	.....	243.75
263H	3 1/2	Water	5	5	8-10 x 4	1 1/2	475	13 x 21	725	162.50
265	5	Air	6	6	12-14-16 x 6	2 1/8	425	16 x 28	1090	250.00
265C	5	Comb. Air and Water	6	6	12-14-16 x 6	2 1/8	425	16 x 28	.....	375.00
265H	5	Water	6	6	12-14-16 x 6	2 1/8	425	16 x 28	1150	250.00
266	2	Water-cooled Section	.....	.....	.....	.....	.....	.....	.....	50.00
267	3 1/2	Water-cooled Section	.....	.....	.....	.....	.....	.....	.....	81.25
268	5	Water-cooled Section	.....	.....	.....	.....	.....	.....	.....	125.00